

SCTA

sonoma county transportation authority

RCPA

regional climate protection authority



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Ribbon Cutting U.S. 101 Old Redwood Highway Interchange

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SCTA & RCPA FY 2014/2015 HIGHLIGHTS

RCPA is awarded the White House Climate Champion award on behalf of the ten jurisdictions of Sonoma County and regional agency partners for nationally acclaimed leadership in local government response to climate change.

Measure M sales tax revenue continued to rise for the fourth year.

Measure M Highway 101 Program issued bonds to refund the 2008 recognizing an interest rate savings and generate new funds for the Marin Sonoma Narrows

SCTA updated Goals, priorities and projects in the Comprehensive Transportation Plan with help from the public.

Progress on widening Highway 101 included:

- Three Highway 101 interchanges are under construction at Airport Blvd, Old Redwood Highway, and Lakeville Highway;
- The interchanges and frontage roads at the Redwood Landfill and Petaluma Blvd South and Petaluma River Bridge replacement is under construction; and
- The design of the last two HOV lane Projects through Central Petaluma and from County Line to the Petaluma Boulevard South Interchange are nearly completed;

SMART drew on Measure M funds as it made significant progress on construction of the passenger rail line and the multi-use path.

SCTA is participating in the first update to Plan Bay Area, the Sustainable Communities Strategy for the Bay Area.

The RCPA advanced Climate Action 2020, an effort to produce community climate action plans for 8 cities and the County with environmental review and a focus on implementation to achieve greenhouse gas reduction goals.

The RCPA convened its Stakeholder Advisory Group with community leaders from diverse perspectives on climate action, to provide input on the Climate Action 2020 planning process. The RCPA also conducted community outreach throughout the county via public meetings, community group presentations, and tabling at events.

The RCPA developed community wide greenhouse gas (GHG) inventories using current methodologies, including backcasts for 1990, a baseline for 2010, and projections through 2020 and beyond. These inventories will help the RCPA and jurisdictions prioritize GHG reduction efforts and update emissions reduction goals.

The RCPA partnered with the North Bay Climate Adaptation Initiative (NBCAI) and other community organizations to host the first Sonoma Adaption Forum and Climate Ready Roadmap Workshop.

The RCPA delivered energy efficiency programs in Sonoma County through the Bay Area Regional Energy Network. Nearly \$743,000 has been paid to homeowners to support efficiency retrofits since the program's inception.

The RCPA and SCTA were awarded a planning grant to develop Shift Sonoma County – a strategic action plan to promote a shift in the fuel and mode used for personal transportation in Sonoma County towards low GHG options.

The RCPA continued to support and benefit from the Climate Corp program, hosting Climate Fellow Jeremy Arroyo.

SCTA & RCPA Where we are from. Where we are headed.

Twenty five years ago local elected officials formed a unified front to promote countywide transportation and placed a local sales tax measure before Sonoma County voters. Though Measure B failed to get majority approval, it, along with State and federal legislation, helped lay the groundwork for the creation of the Sonoma County Transportation Authority (SCTA). Priorities at the time included becoming a self help county, widening Highway 101, establishing passenger rail and improving road conditions. Fourteen year after the first measure, voters approved Measure M and the SCTA responsibilities grew to managing those funds and projects.

Since 1990 the SCTA has had 78 elected leaders on its Board of Directors led by 14 different chairmen.

Five years ago, local elected officials again determined a united effort was needed once again; this time the focus was on the role of local government in addressing climate change. The RCPA was formed in 2009 through locally sponsored State legislation to coordinate countywide climate protection efforts among Sonoma County's nine cities and multiple county agencies. Priorities include mitigating GHG emissions from transportation, energy and other sectors while also addressing climate impacts through assessment and analysis of current and future conditions.

Together the SCTA/RCPA is governed by a twelve member Board of Directors comprised of representatives from Council Members from each of the nine cities - Cloverdale, Cotati, Healdsburg, Petaluma, Rohnert Park, Santa Rosa, Sebastopol, Sonoma and Windsor, and from the Sonoma County Board of Supervisors. The SCTA/RCPA acts as the countywide planning and fund programming agency for transportation, coordinates climate protection activities countywide and performs a variety of important functions related advocacy, project management, planning, finance, grant administration and research in both policy areas.

The SCTA/RCPA coordinates the activities of local jurisdictions with regional, state and federal entities at both a policy and administrative level. As a coordination agency, the SCTA/RCPA provides a forum for local elected officials to engage in dialog on countywide issues and enables discussions among local and regional entities on a wide range of issues that link to the movement of people and goods, GHG reduction, program management and project delivery.

The SCTA is responsible for managing Measure M funds and prioritizing most state and federal funds available to Sonoma County for roadway, transit, bicycle and pedestrian projects. The SCTA serves as the entity responsible for planning and prioritizing transportation improvement projects at a countywide level and provides project management in partnership with Caltrans on the State Highway system.

The RCPA has four main areas of focus: efficient buildings, clean energy, alternative transportation and conservation/adaptation. The RCPA is focused on securing grant funding for GHG reducing programs and projects as well as leading countywide climate planning efforts. In addition, data collection, public information and education are significant elements of the climate protection effort.

Where will the next 5 years, the next 25 years, take us? What leadership role will local elected officials from all ten of Sonoma County's communities play? New technologies, new priorities, and new opportunities will be advanced as we build upon past accomplishments and plan for the future together as partners.

SCTA Mission

As a collaborative agency of the cities and County of Sonoma, we work together to maintain and improve our transportation network. We do so by prioritizing, coordinating, and maximizing the funding available to us and providing comprehensive, county-wide planning. Our deliberations and decisions recognize the diverse needs within our county and the environmental and economic aspects of transportation planning.

RCPA Mission

RCPA leads and coordinates countywide efforts to implement and advocate a broad range of programs and projects to reduce GHG emissions.

Transportation Committees

Citizens Advisory Committee FY 14/15

The Citizens Advisory Committee (CAC) is composed of 15 members from community groups and 5 members from the public-at-large. The primary function of the CAC is to review projects, policy statements, funding programs, and any other items that may be acted on by the SCTA and to provide input and recommendations for the SCTA's decision making process. The CAC also serves as the independent oversight committee for Measure M. The Chair of the CAC is Bob Anderson of the United Winegrowers.

Curt Nichols, Home Builders Association
Randy Bryson, North Bay Labor Council
Ray Mulas, Sonoma County Farm Bureau
Willard Richards, League of Women Voters
Daniel Sanchez, North Bay Association of Realtors
Dennis Battenberg, Transit Paratransit Coordinating Committee
Mousa Abbasi, Santa Rosa Chamber of Commerce
Steve Birdlebough, Sierra Club
Tracy Repp, Sonoma County Area on Aging
John Bly, Engineering Contractors Association
Janice Cader-Thompson, Sonoma County Conservation Council

Michael Lavin, Sonoma County Taxpayers Association
Dennis Harter, Sonoma County Alliance
Vacant, Transportation & Land Use Coalition
Gary Helfrick, Sonoma County Bicycle Coalition
Bob Anderson, Chair, United Winegrowers
Vacant, 1st District
Mike Harris 2nd District
Christine Culver, 3rd District
Craig Harrington, 4th District
Albert (Al) Lerma, 5th District

Technical Advisory Committee FY 14/15

The primary function of the Technical Advisory Committee (TAC) is to advise the SCTA on all technical matters. It is composed of Public Works Directors or their representatives, Planning Directors and Transit Operators from each jurisdiction in Sonoma County. It also includes representatives from Caltrans, the Bay Area Air Quality Management District, the Metropolitan Transportation Commission, the Northern Sonoma County Air Pollution Control District, and the Golden Gate Bridge, Highway and Transportation District. The Chair of the TAC is Susan Kelly, Engineering Director/Assistant to the Sebastopol City Manager.

Craig Scott, Cloverdale
Damien O'Bid, Cotati
Tom O'Kane, County
Mario Landeros, Healdsburg
Larry Zimmer, Petaluma, V.Chair
Art DeRosa, Rohnert Park
Nancy Adams, Santa Rosa
Sue Kelly, Sebastopol, Chair

Dan Takasugi, Sonoma, 2nd V.Chair
Toni Bertolero, Windsor
Bryan Albee, Sonoma County Transit
Anita Winkler, Santa Rosa CityBus
Ron Downing, Golden Gate Transit
Joanne Parker, SMART
Joe Rye, Petaluma Transit

Transit Technical Advisory Committee FY 14/15

The Transit Technical Advisory Committee (T-TAC) is a subcommittee of the TAC. This committee consists primarily of transit operators and serves to coordinate operations and funding.

Bryan Albee, Steven Schmitz, Sonoma County Transit
Anita Winkler, Rachel Ede, Matthew Wilcox, Santa Rosa CityBus
Joanne Parker, Linda Meckel, SMART

Joe Rye, Emily Betts, Petaluma Transit
Ron Downing, Barbara Vincent, Golden Gate Transit
Robert Betts, Marin Transit

Transit Paratransit Coordinating Committee FY 14/15

The Transit Paratransit Coordinating Committee (TPCC) assists the SCTA in making funding decisions regarding transit and paratransit programs throughout the county. It is composed of: one potential transit user over 60 years of age, one who is disabled, one representing the Latino community, two representing local social service providers for seniors, two representing social service providers for disabled persons, one representing the low income community, and one representative from each public transit operator within the county. Each city council may also appoint one representative. The Chair of the TPCC is Dennis Battenberg, disability activist.

Dennis Battenberg, Transit Paratransit User of Limited Means
Debby Fries, Larry Hall, Earle Baum Center of the Blind
Vaughn Held, Disability Services & Legal Center
Stan Gow, Citizen/People with Disability
Gabriel Arevalo, Vet Connect
Tyler Hewitt, Becoming Independent
Tracy Repp, Rabon Saip, Area Agency on Aging, Advisory Council
Jodi Curtis, Steven Schmitz, Sonoma County Transit
Tony Senese, Volunteer Wheels

Michael Ivory, Rachel Ede, Santa Rosa CityBus
Peter Edwards, MV Transportation
Joe Rye, Emily Betts, Petaluma Transit
Dawne Ivory, MV Transportation
Joanne Leone, Golden Gate Transit
Terry Scussel, Whistlestop
Robert Cuneo, Citizen/ People over 60
Joanne Parker, Linda Meckel, Sonoma Marin Area Rail Transit (SMART)

Planning Advisory Committee FY 14/15

The Planning Advisory Committee (PAC) is a subcommittee of the TAC and now meets regularly as needed for the duration of the countywide and regional planning processes. The SCTA Modeling Subcommittee functions including oversight of the travel demand modeling is now folded into PAC tasks.

Karen Massey, Cloverdale
Vicki Parker, Cotati
Tennis Wick, County
Barbara Nelson, Healdsburg
Scott Duiven, Petaluma
Marilyn Ponton, Rohnert Park
Calre Hartman, Lisa Kranz, Santa Rosa
Kenyon Webster, Sebastopol
David Goodison, Sonoma

Ned Thomas, Windsor
Gillian Hayes, Federated Indians of Graton Rancheria
Mark Bramfitt, LAFCO
Bryan Albee, Sonoma County Transit
Anita Winkler, Santa Rosa CityBus
Barbara Vincent, Golden Gate Transit
Linda Meckel, SMART
Joe Rye, Petaluma Transit

Countywide Bicycle & Pedestrian Advisory Committee FY 14/15

The Countywide Bicycle & Pedestrian Advisory Committee (CBPAC) advises the SCTA on programming decisions for bicycle and pedestrian facilities, and aids in project coordination and planning. It is composed of representatives from each bicycle advisory committee in the cities and County (and serves as BAC for cities that do not have their own). The Chair of the CBPAC is Wendy Atkins of Sonoma.

Karen Massey, Craig Scott, Cloverdale
Mario Landeros, Healdsburg
Alejandro Perez, Patrick Givone, Carl Euphrat, Windsor
Nancy Adams, Rachel Ede, Santa Rosa
Eydie Tacata, Tim Hensel, Rohnert Park
Vicki Parker, Cotati

Curtis Bates, Emily Betts, Petaluma
Sue Kelly, Geoffrey Skinner, Sebastopol
Wendy Atkins, Bryce Letcher, Sonoma
Steven Schmitz, Joe Morgan, County of Sonoma
Amy Lyle, Laura Peltz, Sonoma County PRMD
Elizabeth Tyree, Ken Tam, Sonoma County Regional Parks

Transportation Project Delivery



Highway 101

The Highway 101 corridor connects seven of Sonoma County's nine cities to each other, the Bay Area and the North Coast. This major lifeline for the movement of people and goods received a significant boost starting in FY 07/08 as plans to widen the freeway from 4 lanes to 6 were advanced thanks to an influx of state money that matched our local sales tax revenues. Measure M funds have leveraged over five dollars for every one Measure M dollar committed to the US 101 Corridor.

The SCTA has been working toward completion of a High Occupancy Vehicle (HOV) lane on 101 in each direction from Novato north to Windsor for well over a decade. In so doing, the freeway improvements have been divided into six major projects, with some of those projects being further divided into phases to expedite construction. Please see the attached maps for a graphical description of the major projects and phases. The 1st major project was completed in 2003 from Rohnert Park to Santa Rosa. The 2nd project through downtown Santa Rosa was completed in 2008. The first two projects were not designated as Measure M projects.

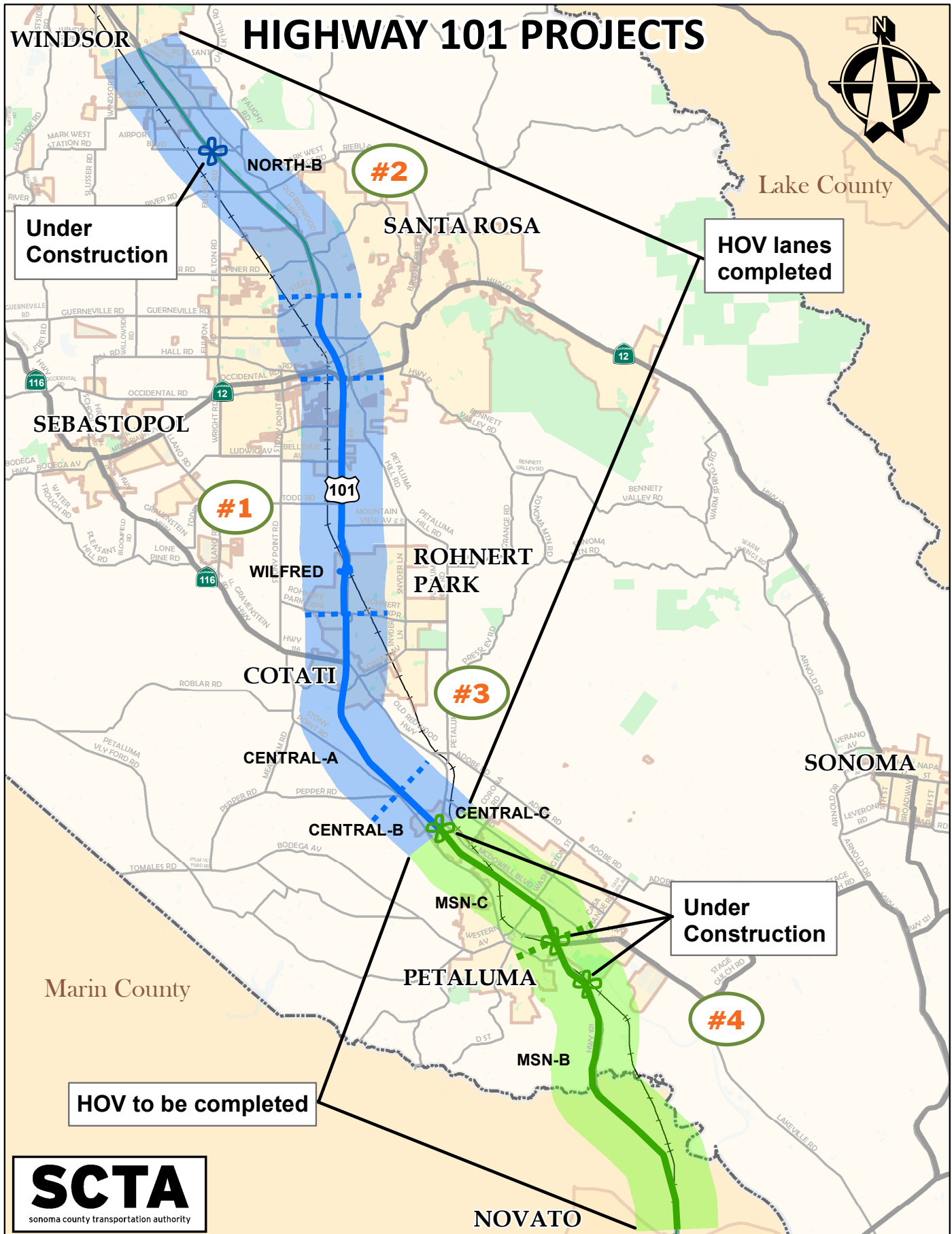
Measure M Project #1 (Wilfred) extended US 101 HOV lanes from Rohnert Park Expressway to Santa Rosa Avenue and constructed a new Golf Course Drive West - Wilfred Avenue Interchange. Golf Course Drive - West now crosses US 101 and connects to Wilfred Avenue in the City of Rohnert Park. Construction started in the spring of 2009 and was completed on June 28, 2013.

Project #2 (North) goes from Santa Rosa north to Windsor. The North Phase A HOV project extended HOV lanes from Steele Lane to Windsor River Road. This project was completed in December of 2010. The North Phase B project includes the US 101 - Airport Blvd Overcrossing and Interchange and US 101 sound walls in Windsor. Construction started on October 17, 2012 and was completed in 2014.

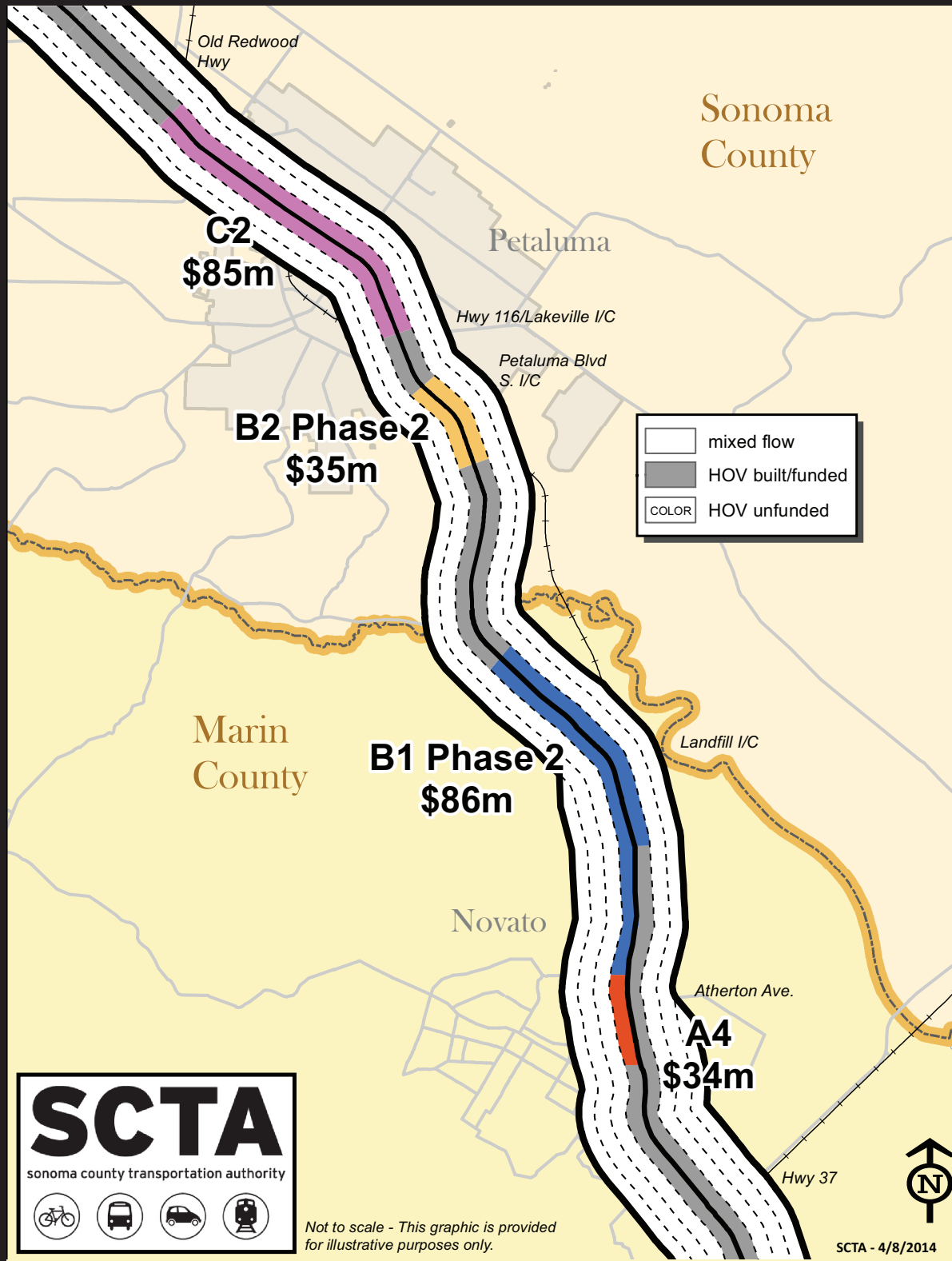
Project #3 (Central) starts at Old Redwood Highway in Petaluma and goes north to Rohnert Park. The Central Phase A portion of the project from Pepper Road to Rohnert Park Expressway started construction in early 2010 and, while the carpool lanes opened in 2011, the full work was completed in December 2012. The Central Phase B project extended US 101 HOV lanes between Pepper Road to just south of Old Redwood Highway. This project started construction in 2011 and was completed in the summer of 2013. The Central C Old Redwood Highway project re-constructs the US 101 overcrossing and interchange. Construction started in the spring of 2013 and is on schedule to be completed in 2015.

Project #4 is the 17-mile project referred to as the Marin-Sonoma Narrows (MSN). Caltrans, Marin County, and Sonoma County continued to jointly work towards delivering various MSN projects as described below. The MSN Project has been divided into Segments A, B, and C, as shown on the attached map, with various phases of work in each segment. Eight phases have committed funds for design and construction. The funds are from federal earmarks, Measure M, Proposition 1B, state and federal gas tax, and the Traffic Congestion Relief Program. The first contracts include:

- The extension of HOV lanes in the northbound direction from SR 37 to Atherton Avenue and southbound from SR 37 to Rowland Avenue in Marin County (Contract A-1). Contract A-1 completed construction in December 2012.
- The replacement of the southbound Novato Creek bridge to extend the southbound HOV lane in Marin County (Project A-2). Project A-2 completed construction in December 2013.
- The extension on the northbound HOV lane from Atherton Avenue to 1.4 miles south of the Redwood Landfill Interchange (Contract A-3). Contract A-3 started construction in November 2012 and was completed in 2014.
- The conversion of the existing Redwood Landfill overcrossing in Marin County into a full interchange, including the construction of frontage roads to access San Antonio Road (Sonoma County) and private properties in order to close uncontrolled access points to the freeway and provide a bike path (Contract B-1). Contract B-1 started construction in September 2012 and is expected to be completed by the end of calendar year 2015.
- The replacement of the Petaluma River Bridge and the Petaluma Boulevard South Interchange, including the construction of frontage roads to access Kastania Road and private properties in order to close uncontrolled access points to the freeway and provide a bike path (Contract B-2). Contract B-2 started construction in November 2012 and is expected to be completed in 2016.
- The re-alignment of Highway 101 at the county line, including the replacement of the San Antonio Creek Bridge and the completion of frontage roads, in order to close uncontrolled access to the freeway from private properties



MARIN SONOMA NARROWS UNFUNDED HOV LANE PROJECTS





Construction of Petaluma River Bridge

and complete the Segment B bike path (Contract B-3). Contract B-3 has completed final design and obtained possession of all needed right of way. The project started to relocate utilities in 2014 and is on schedule to start roadway construction in 2016.

- The construction of a new northbound on-ramp and the re-construction of the southbound on-ramp at East Washington Street in Petaluma (Contract C-1). Contract C-1 started construction in 2011 and completed construction in June 2014.
- The replacement of the northbound and widening of the southbound Lakeville Highway undercrossing and partial reconstruction of the interchange ramps, in order to provide future HOV lanes (Contract C-3). Contract C-3 started construction in November 2012 and is expected to be completed in 2015.

The design of US 101 HOV lanes through central Petaluma (Contract C2) and Sonoma Median Widening (Contract B2 Phase2) project from the County Line to the Petaluma Boulevard South Interchange have been completed to 95% design. The C2 contract has acquired five of the eight parcels needed for right-of-way for the project. The designs will be completed when construction funds are identified. See attached map of unfunded MSN projects in both Marin and Sonoma County.

The challenges for future years will include obtaining funds to complete the remaining MSN HOV lanes and landscaping the entire corridor. SCTA worked toward meeting the funding shortfall by issuing new bonds in June 2015 to re-fund the 2008 Bonds. The refunding resulted in \$1.8 million of present value savings and generating approximately \$15 million in new funding for the construction of the next HOV project. SCTA is well positioned with completed designs and matching funds to take advantage of future opportunities to fund the remaining construction shortfall.

HWY 101 HIGHLIGHTS

Twenty three miles of HOV lanes have been constructed between Windsor and north Petaluma at a cost of approximately \$458M:

The current funding short fall to complete the HOV lanes is \$240M, once the Marin Sonoma Narrow is completed, closing the HOV gap will establish 53 continuous miles of carpool lanes through Sonoma and Marin Counties

Two Highway 101 interchanges were constructed at Old Redwood Highway (Central C), and Lakeville Highway (MSN C-3) at a cost of approximately \$72M

Interchange Improvements at Airport Blvd (North B) were completed at a cost of approximately \$55 Million.

The interchanges and frontage roads at the Redwood Landfill (MSN-B1) and Petaluma Blvd South and Petaluma River Bridge replacement (B-2) is under construction at a cost of approximately \$225M

The design of the HOV lanes through Central Petaluma (MSN C-2) and from the County Line to the Petaluma Boulevard South Interchange (Median Widening) are near completion and will be finalized once construction funds are identified.

As of June 30, 2015, \$112M of Measure M funds have been expended on the US 101 HOV and interchange projects, of which \$17 M was spent in FY14/15.

From the Marin County Line to Windsor, the various Hwy 101 HOV and interchange projects are estimated to cost \$970M, of which Measure M has committed approximately \$138 M with the remaining funding coming from State bonds, gas tax, and federal earmarks.

Transportation Project Delivery



Pavement maintenance

Streets & Roads

There are over 2,300 lane miles of city streets and county roads in Sonoma County. The full cost to maintain in good condition and reconstruct this vast infrastructure is over \$2 billion. In addition, Sonoma County has 250 miles of state roads, including Highways 1, 12, 37, 101, 116, 121 and 128. Sonoma County is geographically large with an extensive system of streets and roads. Although most of the population is clustered within the incorporated cities and along the Highway 101 Corridor, a large percentage of the population lives scattered throughout the County. Many of these people live in areas zoned rural and commute into one of the cities or onto Highway 101.

There have been no single event fund sources (such as the American Recovery and Reinvestment Act, or state bond funding like Proposition 1B) for the last few years, thus the funds programmed through the Federal government are some of the only sources of stable funding available. Although additional sources of funding for roads did not present themselves in FY14/15, SCTA continues to support and encourage the approach of “shovel-ready” projects that are available to receive funding when and if it becomes available.

Federal Funds obligated FY 2014/2015

STP Projects		
Cotati	Old Redwood Highway S.	\$250,000
Healdsburg	Rehab various Street and Roads	\$250,000
Petaluma	Complete Streets	\$1,609,000
Rohnert Park	Rehab various Street and Roads	\$1,103,000
Sebastopol	Rehab various Street and Roads	\$249,392
Sonoma	Rehab various Street and Roads	\$250,000
Safe Routes to Schools Programs		
Sonoma County	Safe Routes to Schools Program	\$1,379,000
Total		\$5,090,392

Federal Funds

Federal funds are an important component of streets and roads maintenance budgets, as is shown in the chart. Complete Streets projects enhance streets for pedestrians, bicyclists as well as motorists.

The Safe Routes to School Program, is funded through a variety of sources including federal funds and Measure M. The program is administered by the Sonoma County Department of Health and is active in schools throughout the county.

In FY2014/2015 the SCTA monitored delivery of projects previously funded with federal fund sources, specifically, Surface Transportation Program (STP), and Regional Safe Routes to Schools Program, supported by STP funds. Projects obligated include construction phases of several roadway pavement projects, as well as complete street improvements and priority development area planning.

Bus Service

In Sonoma County public transportation services are operated to provide a viable alternative to the private automobile. Fixed-route services are available in all Sonoma County cities, and there are connections between cities through the unincorporated areas. Paratransit services are also provided. This is curb to curb public transportation available to people with disabilities who meet eligibility requirements under the Americans with Disabilities Act (ADA).

SCTA facilitates the Transit Paratransit Coordinating Committee (TPCC) and Transit Technical Advisory Committee (T-TAC). The TPCC brings together transit riders and operators to share ideas and information. T-TAC is a forum for the transit operators, including SMART, to discuss issues and coordination.



Paratransit Vehicle

Coordinated Funding

Transit operators receive funds that are approved by the SCTA through the Coordinated Claim. It includes Transportation Development Act (TDA), which is the largest single source for transit and is generated by a statewide ¼ cent sales tax; State Transit Assistance (STA), a statewide tax on fuel; and Measure M, a ¼ cent countywide sales tax funds. Overall, the adequacy and sustainability of funding for transit operations is an ongoing challenge.

The Coordinated Claim was approved by the SCTA in April 2015. These funds are distributed annually based on population and are the primary source of operating revenue for all of Sonoma County's transit operators. Because the service areas of transit operators in Sonoma County cross jurisdictional boundaries, Metropolitan Transportation Commission (MTC) regulations require that a Coordinated Claim for these funds be prepared and adopted annually by each jurisdiction and SCTA. The amounts shown below may be adjusted to reflect fluctuations in revenue sources.

Transit funding from annual sources FY 2014/2015				
	TDA	STA	Measure M	Combined Total
Sonoma County Transit*	\$8,904,973	\$1,516,221	\$1,219,734	\$11,640,929
Santa Rosa CityBus	\$5,717,756	\$1,042,840	\$794,804	\$7,555,400
Petaluma Transit	\$1,590,268	\$287,527	\$275,461	\$2,153,257
Golden Gate Transit	\$5,404,333	\$50,747	\$0	\$5,455,080
Total	\$21,617,330	\$2,897,335	\$2,290,000	\$26,804,665
*includes support for Cloverdale Transit, Healdsburg Transit and Mendocino Transit Authority's coast service				

Transportation Project Delivery

SMART Railcars arrive

The SCTA programmed \$6.6M in federal funds to SMART for the purchase of railcars in FY 2012/2013. In December 2015 the cars were delivered, to great celebration, bringing the opening of the SMART commuter service much closer.

Clipper Card

The Clipper card is a regional transit card, which allows users to ride a variety of different operators using one transit card. The Clipper card stores value on the card equivalent to cash, tickets, and/or passes (i.e. monthly pass). Clipper currently operates on 17 systems throughout the Bay Area. The Clipper implementation has occurred in stages over several years, it began in 2006 and has slowly phased implementation to transit operators throughout the Bay Area. The operators in Sonoma County are all part of Phase III of this implementation. It is anticipated that the Clipper card will be accepted by all Sonoma County operators in early 2016.



SMART Railcars

Clean Air Projects

SCTA administers the Transportation Fund for Clean Air (TFCA) County Program Manager Funds. These funds come from a \$4 vehicle registration surcharge applied to all vehicles licensed in the Bay Area Air Quality Management District. The TFCA County Program Manager Funds comprise 40% of the total funds created in Sonoma County. SCTA is responsible for programming these funds annually. Funding is used for transportation projects that demonstrate a positive effect on local air quality. Projects include transit, traffic control, alternative fuel vehicles and infrastructure, and facilities and amenities for bicyclists and pedestrians.

Over the years Santa Rosa has successfully implemented student bus pass subsidy and voluntary trip reduction programs with TFCA that have reduced the number of single occupant vehicles on city streets and enhanced air quality. Sonoma County Transit has used TFCA funds in multiple years to fund the development of a compressed natural gas (CNG) bus fleet, a marketing program to promote bus ridership, recently completed construction of an intermodal park and ride facility in Cotati, and construction of intermodal transit stations and bus stop improvements across the county. Petaluma, Santa Rosa and Sonoma County Transit have attributed increased ridership to transit marketing programs. With regard to bicycle and pedestrian projects, the City of Rohnert Park recently completed a bicycle lane gap closure and traffic calming project using TFCA funds, and the Town of Windsor used TFCA funds for a pedestrian enhancement project that installed pedestrian countdown signals at multiple traffic signals throughout the town.

TFCA projects programmed FY 2014/2015

Petaluma	
Traffic Signal Coordination Timing Project	\$100,000
Electric Vehicle Charging Station Installation	\$13,841
Petaluma Transit	
Transit Marketing Program	\$64,006
Student Bus Pass Subsidy	\$16,000
Santa Rosa City Bus	
Trip Reduction Incentive Program	\$230,892
Sonoma County Transit	
Transit Marketing Program	\$140,199
Total programmed	\$604,146.38

Bicycle & Pedestrian Projects

The transportation system of Sonoma County includes facilities for bicyclists and pedestrians. These active transportation modes are important because they offer people alternatives to driving, which can reduce traffic congestion, air pollution, and greenhouse gas emissions. Bicycling and walking are encouraged as significant strategies in creating sustainable communities.

Bicycle and pedestrian projects are funded through a variety of funding programs. Transportation Development Act (TDA) funds are generated from a statewide $\frac{1}{4}$ cent sales tax. Article 3 of TDA (TDA3) is a set-aside of approximately 2% of those funds for bicycle and pedestrian planning and projects. Funds for fiscal year 2015-2016 were programmed in spring 2015. New TDA3 funds for Sonoma County totaled \$455,118 and \$690,205 was carried over from the previous year. TDA3 programming for fiscal year 2015-2016 includes \$503,313 for a Pedestrian and Bicycle Crossing at Jennings Avenue and SMART Rail Corridor in Santa Rosa. The Metropolitan Transportation Commission (MTC) administers TDA3, with SCTA's assistance. Funding is distributed based on population in Sonoma County. Examples of recently completed projects include: pedestrian refuges, bicycle and pedestrian signage and flashers, sidewalk gap closures, automatic bicycle and pedestrian counters, a



Bike safety class

multi-use pathway, as well as multiple Class II bike lane projects throughout the county.

SCTA facilitates coordinated planning and the exchange of information through its Countywide Bicycle & Pedestrian Advisory Committee (CBPAC). This advisory body has representatives from every jurisdiction. It coordinates projects and funding, and makes recommendations to the SCTA for bicycle and pedestrian facilities. Some funding sources are specifically set aside for bicycle and pedestrian facilities; however, virtually all sources can also fund such facilities. SCTA supports inclusion of “Complete Streets” principles in roadway planning — meaning that users of all ages and abilities are to be considered: motorists of various vehicle types, pedestrians, bicyclists, people who use mobility devices such as wheelchairs, and transit users. SCTA fosters connecting bicycle and pedestrian facilities to each other, as well as to transit; safety improvements; and amenities and programs that encourage choosing non-motorized ways to travel

The City of Santa Rosa was designated as a Bronze Level Bicycle Friendly Community in fall 2015 by the American League of Bicyclists

Transportation Planning

Comprehensive Transportation Plan

The CTP is a 25 year planning document that was created in 2001 and updated in 2004. The 2009 CTP was essentially a new plan, that incorporated a major policy shift to reduce greenhouse gas emissions. Work began on the current update to address changed conditions. Some projects, including major sections of the Highway 101 widening project are complete. Others, like Highway 37 are still in the planning stage. In addition to transportation projects the update process gives the opportunity to review guiding principles, assess progress and reach out to the public to confirm priorities. It is a good opportunity to revisit our vision for the future. The CTP will update data and integrate new technology in the analyses.

The concepts of the 2009 CTP remain timely and have held up well over the years. However, every chapter needs updating, new information will be added and the project lists will be reviewed, refreshed and prioritized. The Goals, Objectives and Policies of the 2009 CTP have been refreshed and new tools are being used to evaluate progress toward them. There are significant new planning efforts, in land use, climate protection, bike/ped planning and health and issues like equity and access that are being addressed in the CTP going forward.

Public Outreach Strategy

In addition to public meetings, and workshops, staff is working with new technology to engage the public online. The Sonoma Communities Forum survey has provided SCTA with valuable insights into priorities for the near future and ideas for the long term. When the draft CTP is released there will be another round of meetings and workshops.

Alignment with other Plans

The CTP serves as the basis for input into the Regional Transportation Plan/Sustainable Communities Strategies (SCS). Plan Bay Area was last adopted in 2013 providing new concepts (i.e. Priority Development Areas) and data that will be applied to this CTP update. The Association of Bay Area Governments (ABAG) made significant updates to regional and Sonoma County population and housing growth forecasts as part of the development of Plan Bay Area. New forecasts focus more growth into the urbanized core of the San Francisco Bay Area and concentrate growth in Priority Development Areas. Future growth forecasts have also been adjusted to account for the economic recession that impacted national and regional growth in the past decade. Future housing and employment growth estimates for Sonoma County in particular are lower than they were in past forecasts, and lower than the forecasts that were used to evaluate the 2009 CTP. The updated Plan Bay Area growth forecast is being used to evaluate the CTP update.

The SCTA's Countywide Bicycle and Pedestrian Master Plan Update, adopted in May 2014, provides important new information to be included in the updated CTP. RCPA is engaged in Climate Action 2020, which will also provide important new information to be included in the CTP Update.

Work on the CTP update is being done by SCTA staff and will continue into 2016.

CTP GOALS

Maintain the system

Objective: Protect the investment in public transportation infrastructure.

Relieve Traffic Congestion

Objective: Reduce person hours of delay through strategic improvements, technology and changes in driving habits.

Reduce Greenhouse Gas Emissions

Objective: Meet the targets to reduce GHG emissions in the transportation sector.

Planning for Safety and Health

Objective: Increase safety and emphasize health aspects of transportation planning strategies.

Promote Economic Vitality - NEW

Objective (DRAFT): Reduce travel time and cost and increase mobility in communities of concern.



The Sonoma County Travel Model

The SCTA oversees the operation of the Sonoma County Travel Model (SCTM).

SCTA's travel demand model is used to forecast future travel patterns and demand based on changes to the transportation system (new roads, new or changed transit service, changes to capacity, etc.), land use change (changes in residential densities or locations, new job sites, etc.), changing demographics (more or fewer people in certain areas), or the cost and attractiveness of different methods of travel.

Model Input and Output:

The two basic inputs for applying the travel demand model are land use inputs, which represent current and future development, and transportation inputs, including the current transportation network and planned changes such as increases or decreases in capacity, new roads or highways, or new transit lines.

Travel demand model output includes:

- A table of Traffic Analysis Zones and the number of commute, school, and other trips produced by and attracted to each zone.
- An origin/destination table, showing the number of trips moving between the different zones.
- A breakdown of what travel modes are being used for trips within the region.
- Estimated current and future traffic and transit ridership for specific road sections or transit routes.

These outputs are used to produce performance statistics such as vehicle miles traveled, greenhouse gas emissions, congestion, and average trip length and speed.

Modeling Activities for 2014/2015

Project Analysis: SCTM was used to analyze potential travel impacts of projects and plans along the Highway 101 Corridor, state highway system, major local roadways, and within local jurisdictions.

Countywide Transportation Plan – Performance Assessment: SCTA has analyzed CTP project, program, and policy performance as part of the 2015 CTP update. Performance assessment work has focused on estimating how CTP projects and programs, transportation policies, technologies, and strategies can help SCTA achieve CTP goals and performance targets.

Shift Sonoma County

In June 2014, the SCTA/RCPA was awarded a grant from the Strategic Growth Council to develop the Shift Sonoma County project (Shift). The purpose of Shift is to develop an action plan for local government to facilitate a significant shift in transportation behavior in Sonoma County, a reduction in vehicle miles traveled and an increase in electric vehicle use. The Shift plan will include two main elements; a Transportation Mode Shift Action Plan (Mode Shift) and a Transportation Fuel Shift Action Plan (Fuel Shift).

The Mode Shift Action Plan will include a countywide bike share feasibility study, a car share feasibility study, and a transportation demand management needs assessment and action plan, all with the aim to enable measureable reductions in automobile usage while improving public health and equity throughout the communities in Sonoma County. The Fuel Shift Action Plan will include strategies for shifting from fuel to electric vehicles through municipal electric vehicle charging infrastructure (EVCI) and private EVCI. The project officially commenced in June 2015 with the hiring of consultant teams for the two plan elements.

Transportation Planning

Bicycle & Pedestrian Count Program

During the fall of 2014, SCTA continued to work with all jurisdictions to collect bicycle and pedestrian counts. Peak hour manual counts were completed at fifteen locations. The SCTA completed six consecutive years (2009–2014) of manual bicycle and pedestrian counts at specific locations around the county before transitioning to an automated counting program.

In 2014, SCTA staff developed an automated bicycle and pedestrian count pilot program with the purchase of new Eco-counters. Automated counters were tested and used in five locations in the fall of 2014. These automated counters have allowed SCTA to transition the data collection of bicycle and pedestrian travel from limited peak period manual counts to an automated count program that collects 24-hour, 7-day a week data for longer durations such as weeks or months. All jurisdictions in Sonoma County now have the ability to “borrow” the automated counters to conduct bicycle and pedestrian counts within their own jurisdiction. This data is useful for improving bicycle and pedestrian planning, documenting need for funding, as well as updating our travel model.



Installing tube counters

Regional Planning

Regional Representation

The SCTA is well represented in the San Francisco Bay Area Region, with memberships, including leadership positions, in the major regional governments.

SCTA Vice Chair Rabbitt serves as Vice Chair to the Association of Bay Area Governments (ABAG). He also is a member of the Golden Gate Bridge District. Director Mackenzie is Vice Chair of the Metropolitan Transportation Commission (MTC). Director Zane serves as representative to the Bay Area Air Quality Management District (BAAQMD) and Director Gorin is the Sonoma County representative to the Bay Conservation Development Commission (BCDC).

By being an active member of the regional community the SCTA has been able to compete effectively for funds and ensure the needs of the county are being addressed

Staff participates in countywide working groups and consortiums such as Safe Routes to School and Sonoma Access Coordinated Transportation Services. Staff also regularly attends meetings held by such regional agencies as Caltrans, the Metropolitan Transportation Commission, Association of Bay Area Governments, the Bay Area Air Quality Management District and the Congestion Management Agency Association as well as statewide meetings such as the California Transportation Commission.

All modes of travel have an inter-county component. The SCTA works closely with neighboring counties to work toward common solutions for the regional corridors.



photo: Noah Berger

SCTA Vice Chair & ABAG V. Chair -, David Rabbitt, MTC Executive Director Steve Heminger and SCTA Director & MTC Vice Chair Jake Mackenzie



Plan Bay Area

The SCTA has ongoing work with local planning staff to support sustainable development that addresses the need to reduce GHG, this includes working with local and regional agencies to support land use and transportation planning projects such as walking, biking, travel by bus or train and strategic road expansion. To that end SCTA represents Sonoma County communities in the development of Plan Bay Area that includes the Regional Transportation Plan and the Sustainable Communities Strategy.

Plan Bay Area outlines a vision for the Bay Area that accommodates the growth that is anticipated in the next 25 years in a way that minimizes negative impacts, and provides healthy alternatives. Today's reality is that most people in Sonoma County drive alone to their destinations, and those trips can be long and slow. The Sustainable Communities Strategy process, as mandated by SB 375, has required land use planning to be an important part of transportation planning in the State, with the intention of allowing those people who want to live closer to their work or school, and providing the option of taking the train, or bus or riding a bike or walking. It's an ambitious plan that crosses over into housing and employment development, and takes the long view.

Climate Protection Priorities

Regional Climate Protection Authority Objectives

Transportation and Land Use

1. Using the 2009 Comprehensive Transportation Plan, implement an effective strategy to reduce consumption of carbon based fuels and vehicle miles travelled within Sonoma County.
2. Promote regional solutions for effective land use policies to achieve GHG reductions.
3. Define healthy community strategies that reduce GHG emissions.

Energy Efficiency and Renewable Power

4. Retrofit 80% of buildings in Sonoma County to reduce energy use by an average of 30% and reduce GHG emissions from the built environment by 168,000 tons per year.
5. Promote the large and small scale development and installation of renewable power in the form of solar, wind, biogas, thermal, biomass, cogeneration, etc.
6. Reduce energy used for water delivery and wastewater collection by 25% through conservation, re-use and renewable energy.
7. Establish mechanisms to measure GHG emission reductions from locally administered projects and programs to ensure reductions are creditable for use in a future carbon market program.

Green Economy

8. Develop job training programs for building retrofitting, energy auditing, renewable power industry, automotive industry infrastructure for hybrid and electric vehicles.
9. Expand working relationships with the business community through regular communication and by identifying joint program opportunities.

Natural Resource Management

10. Develop a climate adaptation strategy and actions to protect agricultural and natural resources from climate change impacts for the benefit of human and ecological communities.
11. Minimize solid waste GHG emissions through waste reduction, re-use, recycling, and disposal/conversion technology while also maximizing use of bio-energy sources.
12. Develop carbon sequestration and natural resources management protocols to capture carbon emissions, protect and enhance natural resource assets to counter climate change impacts from GHG emissions.
13. Work with the agriculture community to develop protocols that reduce GHG emissions from agricultural practices and production.

RCPA GOALS

Reduce GHG emission levels by 25% below 1990 levels by 2020.

Reduce GHG emission levels by 40% below 1990 levels by 2035.

Employ a tracking system to effectively capture GHG emission data and assess progress in reduction efforts.

Goals under review in Climate Action 2020.

RCPA Coordination Committee

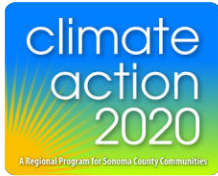
The Regional Climate Protection Authority Coordinating Committee (RCPACC) meets monthly to share information and coordinate activities among the cities and county agencies designated as lead coordinators in the Mission, Goals and Objectives. The monthly RCPACC forums provide an opportunity for coordination between various RCPA member representatives and partners engaged on different aspects of the RCPA Mission. Discussion topics in the last year included: climate action planning, building energy, conservation and adaptation, and transportation and land use..

Climate Action 2020 Stakeholder Advisory Group Members

The Stakeholder Advisory Group consists of stakeholders selected by the RCPA Board of Directors, to represent a diversity of viewpoints and areas of technical expertise from each jurisdiction. Three representatives from each city and two representatives from each County supervisorial district was chosen to represent a diversity of viewpoints and areas of technical expertise from each jurisdiction. The purpose of the Advisory Group is to provide information and advice to the RCPA, staff, and project consultants during the preparation of the Climate Action 2020 plan. This group met twice during 2014-2015, and some members participated in sector specific ad hoc groups to guide plan development.

Melanie Bagby, Sirius Mac Solutions, City of Cloverdale Planning Commissioner	Katie Jackson, Jackson Family Wines/ United Wine Growers
Jane Bender, Climate Protection Campaign Board Member	Judy James, Republic Services
Renata Brillinger, California Climate & Ag Network (Cal CAN)	Rody Jonas, Pure Power Solutions
David Brin, Sonoma Ecology Center	Edward J. Kinney, Windsor Resident
Linda Collister, City of Healdsburg Fire Marshall	Andrew Krause, eEcoshpere Inc.
Mitch Conner, Archilogix	Dr. Carl Mears, Remote Sensing Systems
Chris Cone, Efficiency First California	Stacey Meinzen, Climate Protection Campaign
Tom Conlon, President, GeoPraxis, Inc. Tran- sition Sonoma Valley Board	Valerie Minton, Sonoma Resource Conservation District
Laura Declercq, City of Sonoma resident	John Nagle, E&J Gallo Winery
Don De Bernardi, De Bernardi Dairy	Tanya Narath, Leadership Institute for Ecology & Environment
Jane Elias, Sonoma County Energy Independence Program	Michael Nixon, Nixon Financial
Victoria Garduno, Windsor Democratic Club	Carolyn Pistone, Green Key Commercial
Jim Glessner, Clean Concrete Technologies	Dennis Pocekay, UC Davis Professor of Public Health
Gillian Hayes, Federated Indians of Graton Rancheria	Daniel Sanchez, North Bay Association of REALTORS
Philip Harriman, PhD, Osher Lifelong Learn- ing Institute, Sonoma State University	Daniel Smith, Zero Energy Associates
Craig Harrington, Quaker Hill Development	Denise Souza, IBEW Local 551
Susan Haydon, Rohnert Park Plan- ning Commissioner, SCWA staff	Kristin Thigpen, SC Reg Parks Found Board, Ag & Open Space Advisory Commit
Gary Helfrich, Sonoma County Bicycle Coalition	Bill Wolpert, Green Building Architects Peta- luma Planning Commissioner
Herman G. Hernandez, Sonoma County Latino Leaders	

Climate Action Planning



Climate Action 2020

Climate Action 2020 is a regional greenhouse gas (GHG) reduction implementation program for Sonoma County communities. It is a collaborative effort among all 9 cities and the County of Sonoma to take further actions to reduce GHG emissions community wide.

The main role of the RCPA Board of Directors is overseeing the project management of Climate Action 2020 by RCPA staff and directing the development of a Final Draft that can be adopted by the RCPA Board to guide staff in future collaboration with members.

The purpose of the project is to develop a community wide climate action plan for all of Sonoma County to comply with AB32, achieve local GHG targets, and provide a streamlined review of GHG emissions under CEQA for new development projects. The project will also set Sonoma County communities on a path towards the long-term GHG reductions needed beyond 2020, and establish a framework for the RCPA to support communities in preparing for and responding local climate impacts.

The project has been structured to maximize efficiency through centralized project management by RCPA staff, and countywide deliverables developed with consistent methodology along with input and customization specific to each jurisdiction.

Stakeholder Advisory Group: The Stakeholder Advisory Group is described on page 21.

Public Outreach

The first series of workshops for Climate Action 2020 were held in December 2013 and January 2014, one in each jurisdiction. Each meeting lasted about 2 hours in open house format to encourage open communication and dialogue with the public and staff. In addition, sector specific meetings, outreach presentations to various community groups, and community events around the county continued throughout the year. Community input informed the creation of a GHG Reduction Planning Tool that was developed to help jurisdictions analyze potential GHG reduction measures that could be relevant to their jurisdiction.

Goals of Climate Action 2020

Empower communities to create a local and collaborative framework to strategically respond to climate impacts and state climate policies.

Provide a consistent and comprehensive assessment of greenhouse gas emissions across all Sonoma County communities.

Determine feasible reduction and adaptation strategies for all Sonoma County communities.

Educate and engage the public and stakeholders in climate action planning, reducing greenhouse gasses and climate impacts.

Create necessary tools and policies to implement greenhouse gas reduction and adaptation efforts for the future.

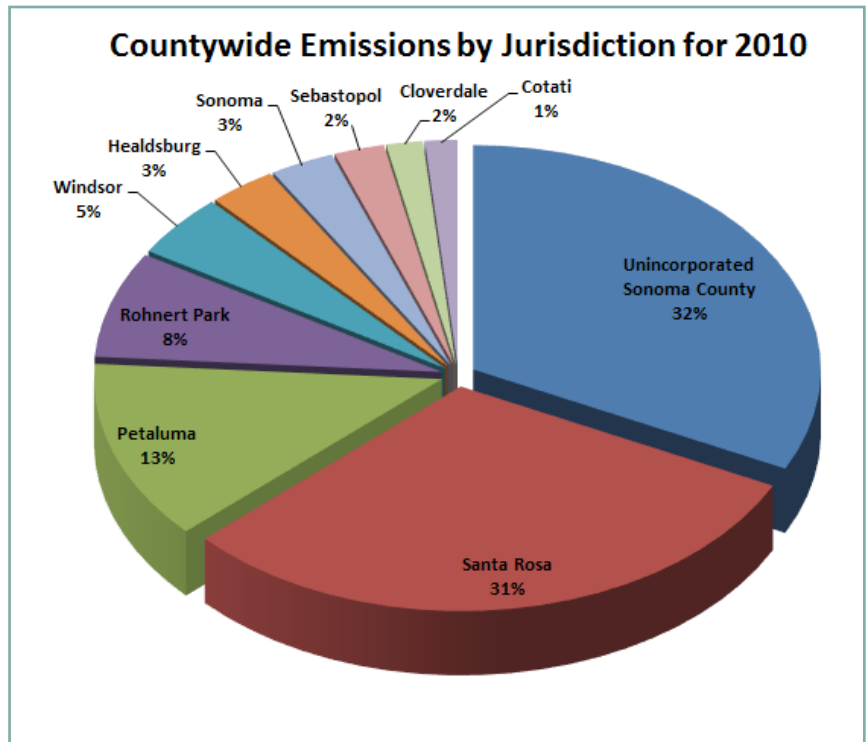


Climate workshop

2010 Baseline Community Greenhouse Gas Inventory

The community inventory includes GHG emissions occurring within each city's and the County's geographic or jurisdictional boundaries. The emissions sources included are those that each community can influence or control. The community-wide inventory developed by the RCPA includes the following sectors:

- Building Energy: natural gas and electricity consumption by residences, businesses and industrial facilities,
- Stationary Sources: stationary fuel combustion and process emissions for industrial and commercial facilities,
- On-Road Transportation: fuel consumption for on-road vehicles (Buses, passenger cars/trucks, heavy duty trucks, municipal fleet),
- Off-Road Transportation and Equipment: fuel consumption for off-road vehicles and equipment,
- Solid Waste Management: methane emissions from waste generated and deposited in landfills,
- Wastewater Treatment: fugitive emissions from domestic wastewater treatment,
- Water Conveyance: electricity consumption associated with water conveyance, including groundwater pumping, local water distribution, and surface water diversion,
- Agriculture: enteric fermentation and manure management from livestock and fertilizer application on crops.



Next Steps

Throughout FY 14/15 and into the next year, an extensive outreach campaign will continue. RCPA staff is working with RCPA member planning staff, the Stakeholder Advisory Group, and consultants to develop a draft plan to be released in early 2016. This plan also will include a development review checklist to help streamline review of GHG impacts of new projects under the California Environmental Quality Act (CEQA). CEQA guidelines allow for project streamlining where a comprehensive GHG-reduction plan is adopted by a jurisdiction and new projects are found to be consistent with the adopted plan.

To help with the implementation of the planning document, an implementation toolkit will be prepared with best practices on the various implementation measures that are selected by the jurisdictions. Additionally, working with program and project staff to create a simple and useful monitoring and reporting tool so that progress towards the community goals can be tracked and accountability can be maintained.

Climate Protection Programs



Energy upgrades.



Efficient Buildings

Bay Area Regional Energy Network (BayREN)

“Bay Area communities working together for a sustainable energy future.”

In 2012, the RCPA helped found the Bay Area Regional Energy Network (BayREN) to represent the jurisdictions of Sonoma County in regional, local government lead energy efficiency efforts. In 2014 and 2015, the RCPA continued to represent Sonoma County as a member of BayREN and to implement local and regional energy efficiency programs.

BayREN is a collaboration of the 9 counties that make up the San Francisco Bay Area. Led by the Association of Bay Area Governments (ABAG), BayREN implements effective energy saving programs on a regional level and draws on the expertise, experience, and proven track record of Bay Area local governments to develop and administer successful climate, resource, and sustainability programs. BayREN is funded by California utility ratepayers under the auspices of the California Public Utilities Commission. One of only two Regional Energy Networks in the state, BayREN represents 20 percent of the state’s population.

BayREN is implementing programs that help improve the energy efficiency of buildings in multiple sectors including single family residential, multi-family residential, and commercial. BayREN is using a multi-pronged approach to encourage retrofit projects by providing outreach and education, technical assistance, rebates, financing, and trainings.

Single Family Residential

ENERGY UPGRADE CALIFORNIA® Home Upgrade

BayREN programs in the residential sector are part of ENERGY UPGRADE CALIFORNIA® Home Upgrade, a statewide program that offers homeowners incentives for energy improvements that increase the comfort of the home and reduce its energy use. BayREN provides several Home Upgrade resources including rebates (which can range from \$1,000 up to \$6,500), free technical support via Home Upgrade Advisors available to walk homeowners through every step of a Home Upgrade, and contractor trainings and certifications to promote quality.

Since launching the Home Upgrade incentives in the fall of 2013, BayREN has provided over \$742,000 in incentive payments to over 397 Sonoma County residents, and supported over 100 homeowners with free, personalized assistance via Home Upgrade Advisors, and participated in over 40 outreach events around the county in the form of community group presentations, event tables, and homeowner and contractor workshops.

A key value of the BayREN and RCPA approach is building partnerships with existing groups and other implementers to avoid duplication of effort and leverage local resources. RCPA has been collaborating with the Sonoma County Energy Independence Office to provide a seamless one-stop-shop experience

for local property owners, providing energy upgrade incentive and rebate information, a list of certified contractors, and financing options in one convenient package. The Sonoma County Energy Independence Program Homepage connects Sonoma County residents with all resources available to them including BayREN resources: <http://sonomacountyenergy.org/homepage/>.

Multifamily Residential

Bay Area Multifamily Building Enhancements (BAMBE)

Energy Upgrade California's Bay Area Multifamily Building Enhancements offers cash rebates and free energy consulting for multifamily properties that undertake energy upgrades. The program assists in planning energy saving improvements designed to save 10% or more of a building's energy usage and provides \$750 per unit in rebates to help pay for the upgrade, with no total project rebate cap. Since launch, 11 properties, totaling more than 440 residential units have been served by the program in Sonoma County.

The program is open to multifamily buildings with five or more attached dwelling units in the nine county Bay Area (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma).

Sonoma County Home Upgrade in 2013-2015	
Home Upgrade Advisor accounts:	107
Homeowner rebates paid:	397
Total rebates paid	\$742,900
Total est. annual electricity savings	200,000 kWh
Total est. annual natural gas savings	48,000 therms
Community outreach events:	>40
Participating local contractors	14



Building Efficiency Workshop

Climate Protection Programs

Pay As You Save (PAYS®)

As part of the BayREN financing programs, the RCPA is leading a regional expansion of the Pay As You Save (PAYS®) on bill repayment pilot implemented in Windsor by the RCPA in 2012. PAYS allows customers to implement packages of efficiency measures with no up-front cost and pay for these measures over time through a surcharge on their water bill. Certified program building contractors will offer to install efficiency measures such as clothes washers, shower heads, toilets, and compact florescent light bulbs, paid for by a surcharge on the participant's water bill. Based upon conservative estimates, total utility bill savings will be significantly greater than the measure surcharges, resulting in immediate positive cash flow for participants from the moment of measure installation.

Through BayREN, the RCPA has worked to develop PAYS pilots with new municipal water utilities including the City of Hayward, and the East Bay Municipal Utility District. The RCPA was also able to extend continued partnership to the Town of Windsor to expand PAYS to commercial customers. In 2014 and 2015, the RCPA worked with these three partners in varying degrees to develop PAYS concepts, program designs, test project protocols, customer and contractor forms and marketing tools, and web content. Each utility is in different stages of implementation, which will be continued by BayREN through 2016.

Results from the Windsor residential pilot indicate the promise for PAYS to help utilities meet their water reduction targets while providing an offer that works for customers. The goal of the Windsor program is to install efficiency measures in 2,000 residential homes, help meet utility per-capita water use reduction targets for 2020, and help meet Town GHG reduction targets for 2015. In its first years of operations, the program has reached over 8% of all residential units (>700), delivering roughly \$430,000 in services to improve properties and deliver utility cost savings. On average participants have seen a 20% reduction in indoor water use and net bill savings of \$30 per customer per bill period. These projects are estimated to achieve water savings in excess of 9.2 million gallons per year, and energy savings in excess of 25,000 therms and 88,000 kilowatt hours per year.

Windsor PAYS results	
Homes and apartments served: >700	
Average customer savings: \$30 per bill	
Total estimated annual savings:	
Water:	9.2 million gallons
Electricity:	88,000 kilowatt hrs
Natural gas:	25,000 therms



Clean Energy

Sonoma Clean Power

In May 2014, Sonoma Clean Power began providing service to its first customers in Cotati, Santa Rosa, Sebastopol, Sonoma, Windsor and unincorporated areas of the county. By the end of 2014, Cloverdale, Petaluma and Rohnert Park had authorized service to their citizens making Sonoma Clean Power the official electricity provider of Sonoma County. Now all eligible areas of Sonoma County are a part of Sonoma Clean Power's service territory. In 2014-2015 and beyond, the RCPA continued to support member jurisdictions in exploring how Sonoma Clean Power will help them meet their GHG and other goals.

The creation of a new local utility in Sonoma County affords many opportunities to promote the RCPA's Mission. Sonoma Clean Power provides competitive pricing, incentivizes local energy production, and has been a leader in reducing greenhouse gas emissions for Sonoma County. As such, the RCPA has invited staff from Sonoma Clean Power to join the RCPACC; SCP staff are also regularly engaged by RCPA staff on the design and implementation of RCPA programs.



Solar Panels



Low Carbon Transportation

Electric Vehicle Partnerships

RCPA is working with city and county fleet managers and private sector partners to promote the purchase of electric vehicles and hybrids and to coordinate electric vehicle charging infrastructure. Specifically, the RCPA is working with the Sonoma County Local Governments Electric Vehicle Partnership to build out electric vehicle (EV) infrastructure to support mass introduction of EVs. In 2014-2015, RCPA continued efforts to encourage a regionally consistent approach to EVs and EV charging stations in support of broader community adoption. By 2015, over 1,500 plug-in electric vehicles were already on the road in Sonoma County. The Shift project (below) has proposed a goal of supporting 10,000 PEVs in Sonoma County by 2020.

The RCPA and SCTA also participate in the Bay Area EV Strategic Council, an initiative of the Bay Area Climate Collaborative. Participation in the EV Council has allowed for the RCPA to benefit from lessons learned in the creation of the Bay Area EV Readiness Plan and to identify critical local needs related to EV deployment.

Shift Sonoma County

The RCPA is working with the SCTA to develop Shift Sonoma County. See page 17 for more details.



Electric vehicles



Ridesharing

Climate Protection Programs



Conservation & Adaptation

RCPA is working with many partners including the Sonoma County Agricultural Preservation and Open Space District and the Sonoma County Water Agency to promote conservation and restoration of the region's sequestration potential, as well as to develop adaptation strategies to protect natural resources from climate change impacts.

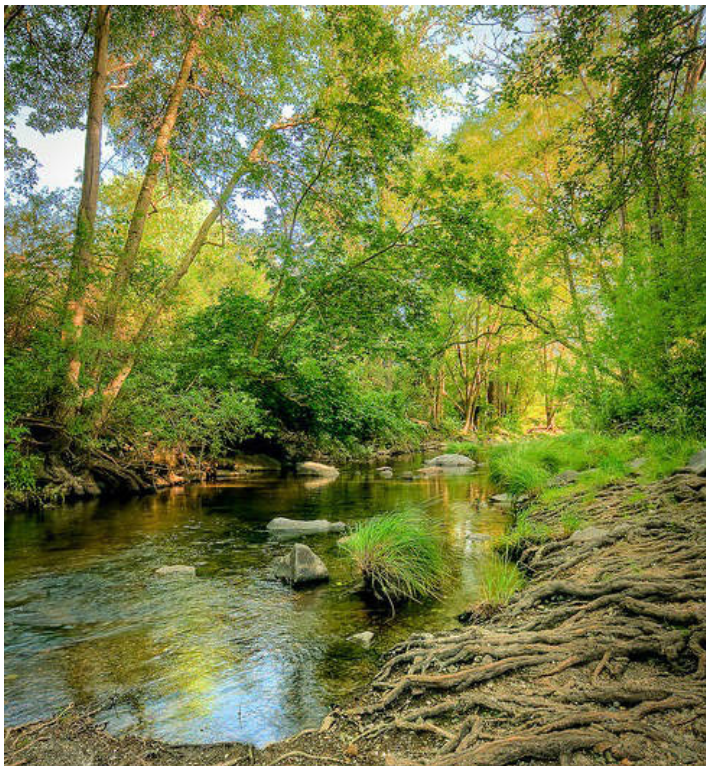
Since 2012, the RCPA has participated as an advisor to the District's Climate Action through Conservation project, and will be working with the District in future years to develop improved methodologies for weighing the GHG and climate adaptation benefits of open space and working lands.

Planning for Climate Adaptation

Sonoma County is a national leader in setting ambitious goals for combating climate change by reducing greenhouse gas emissions. However, even with widespread efforts to curb these emissions, some level of climate change is inevitable. Indeed changes in climate, such as warmer temperatures, are already evident and have serious implications for the future of Sonoma County.

Climate change is already happening, and causing hotter, drier weather with longer summers, more variable rain, and rising sea level and storm surge. These impacts create many cascading hazards to people, infrastructure, wildlife, and natural and working lands. Understanding and evaluating the ways in which each climate-change hazard may impact specific community resources is an essential first step in preparing for change.

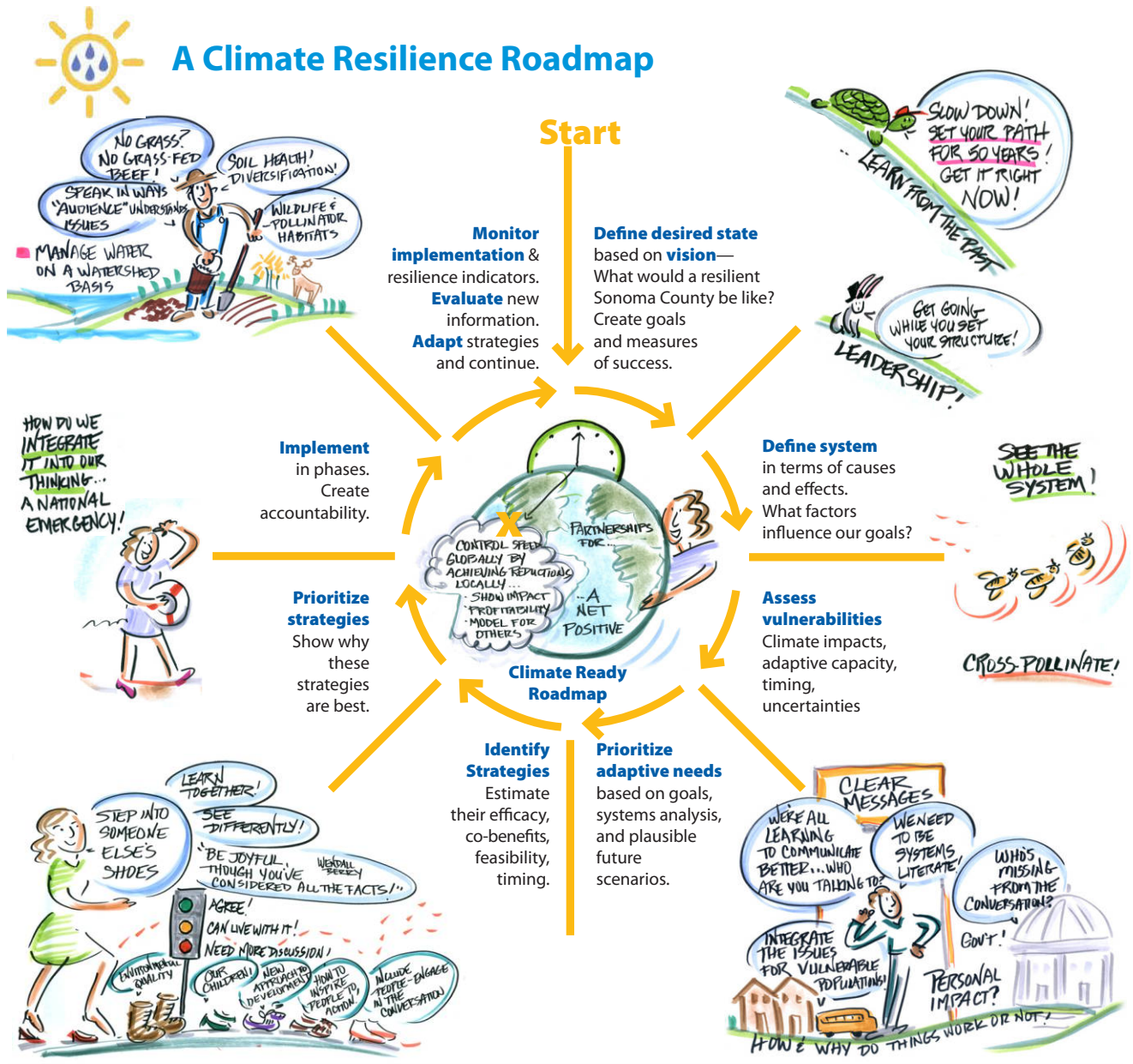
In 2013, the RCPA began a formal partnership with the North Bay Climate Adaptation Initiative (NBCAI) to develop tools related to climate adaptation. Climate Action 2020 (CA2020) provided an opportunity to partner with NBCAI to develop a local vulnerability assessment which was completed in February, 2015. This work has allowed for adaptation objectives to be incorporated within the draft countywide planning framework under development through CA2020. However more work needs to be done to identify, evaluate, and prioritize specific actions to address local vulnerabilities, and to solicit broader community input on adaptation.



Local Climate Action Forums

In order to broaden community engagement in climate action planning specifically around the issue of adaptation, RCPA staff joined an organizing committee that worked to host two community events on Climate Adaptation in the spring of 2015. The first was a public conference held April 8th at Sonoma State, modeled after the first California Adaptation Forum held in 2014. Over 240 community members attended this daylong event to hear presentations from leading adaptation efforts, mostly in Sonoma County.

The second event was a smaller workshop held on May 21st, aimed at "Building a Climate Ready Roadmap." This event was intended to bring together stakeholders from different sectors and areas of expertise to hone in on priority actions to advance local adaptation objectives. The format for the workshop was designed to inform many projects and interests, including Climate Action 2020. A visual depiction of the process developed in the workshop is illustrate on page 29.



3--Sonoma County Adaptation Workshop Summary

SCTA Financial Report

Year ending June 30, 2015

	SCTA	TFCA	Measure M	Total
Revenues				
Sales/Use Taxes	\$-	\$-	\$21,387,660	\$21,387,660
Interest Earnings	\$643	\$8,009	\$359,279	\$367,931
Federal	\$1,228,917	\$-	\$496,527	\$1,725,444
State	\$299,247	\$-	\$659,220	\$958,467
Regional	\$-	\$572,578	\$-	\$572,578
Local	\$341,250	\$-	\$3,168,336	\$3,509,586
Other	\$78,714	\$-	\$533,777	\$612,491
Total Revenues	\$1,948,771	\$580,587	\$26,604,798	\$29,134,156
Expenditures				
Salaries & Benefits	\$1,664,349	\$-	\$-	\$1,664,349
Services and Supplies	\$391,635	\$29,675	\$3,138,172	\$3,559,482
Contributions to Other Govts	\$237,873	\$710,208	\$22,790,215	\$23,738,296
Other Expenses	\$-	\$-	\$11,439,998	\$11,439,998
Reimbursements	\$(493,810)	\$-	\$-	\$(493,810)
Total Expenditures	\$1,800,047	\$739,883	\$37,368,385	\$39,908,315

SCTA & RCPA Staff

Suzanne Smith, Executive Director

Janet Spilman, Director of Planning

James Cameron, Director of Projects & Programming

Lauren Casey, Director of Climate Programs

Chris Barney, Senior Transportation Planner

Seana Gause, Senior Project/Program Analyst

Dana Turr  , Transportation Planner

Brant Arthur, Community Affairs Specialist

Carolyn Glanton, Climate Action Coordinator

Marge Fernandez, Department Analyst

Nina Donofrio, Administrative Assistant

Jeremy Arroyo, Climate Corps Associate

Adrianna Stagnaro, Climate Corps Associate

RCPA Financial Report Year ending June 30, 2015	
Revenues	Total
Interest	\$1,369
Federal Grants - BayREN	\$392,412
County/Agency Contributions	\$94,784
Cities Contributions	\$80,716
Miscellaneous Revenue	\$47
State Grants - RESCO	\$133,133
Total Revenues	\$702,461
Expenditures	
RCPA Staff Time	\$268,449
Consultant Services	\$313,463
Legal Services	\$17,443
Fiscal Accounting Services	\$6,014
Annual Audit	\$7,700
Contribution to Others	\$6,135
Operational Expenditures, Insurance, Supplies, etc.	\$34,668
Total Expenditures	\$653,872
Starting Fund Balance	\$142,947
Total Revenue	\$702,461
Total Expenditures	\$653,872
Change in Fund Balance	\$48,589
Ending Fund Balance	\$191,536
Ending Fund Balance	\$142,947

